SR 89 Recreation Corridor Management Plan

Sustainable Rec. Update

DESIGN WORKSHOP | LSC | ORCA | KAREN MULLEN-EHLY | NELSON/NYGAARD

February 26, 2019

progress update

What We've Accomplished

- Stakeholder group meetings
- CMP Charter
- Original data collection
- Tahoe Trail alignment site visits (with team and with homeowner representatives)
- Defining desired visitation levels & visitor experience
- Small group PDT meetings to workshop draft recommendations
- Conceptual site testing for visitor facilities
- Lake Tahoe Restoration Act request

schedule

- **Existing Conditions Summary:** **April 2019**
- **Stakeholder Meeting:** **end of April 2019**
- **Recommendations Refinement & Roles/Responsibilities:** **May 2019**
- **Admin Draft:** **July 2019**
- **Public Draft:** **August 2019**
- **Final Plan:** **September 2019**

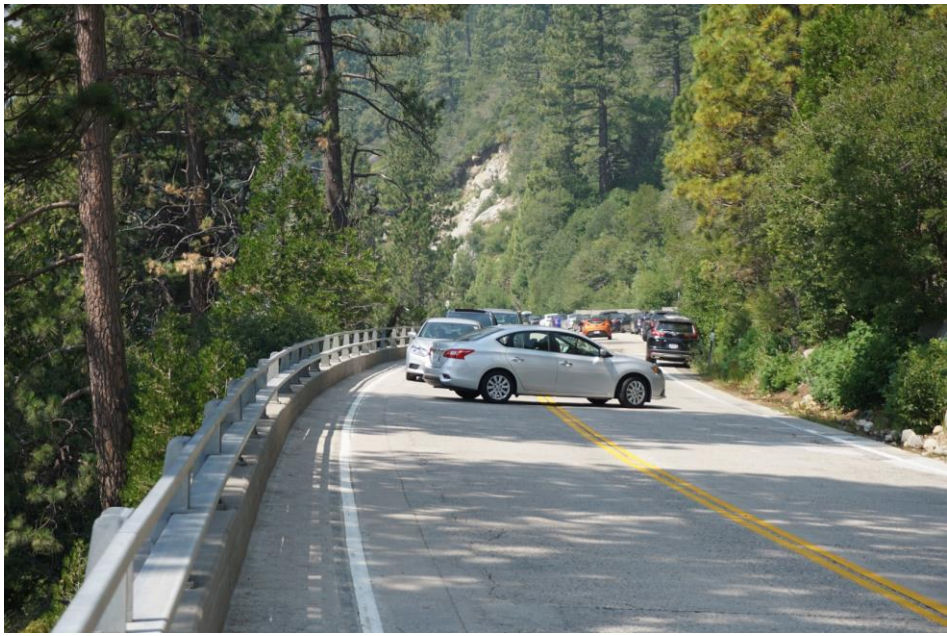
vision

Provide a safe and seamless travel experience that **inspires every visitor and resident to walk, bike, or use transit** to access the corridor's diverse recreation offerings to better **manage congestion**, **enhance environmental resiliency**, and **allow people to focus on enjoying** the special nature of **Lake Tahoe's southwest shoreline**.

what we're trying to achieve thru partnerships

acknowledgement of constraints

- Funding
- Road design limitations
- Volume of visitors/congestion
- Enforcement
- Symbiosis of improvements
- Technology
- Terrain/topographic and environmental constraints
- Year round access
- Avalanche control

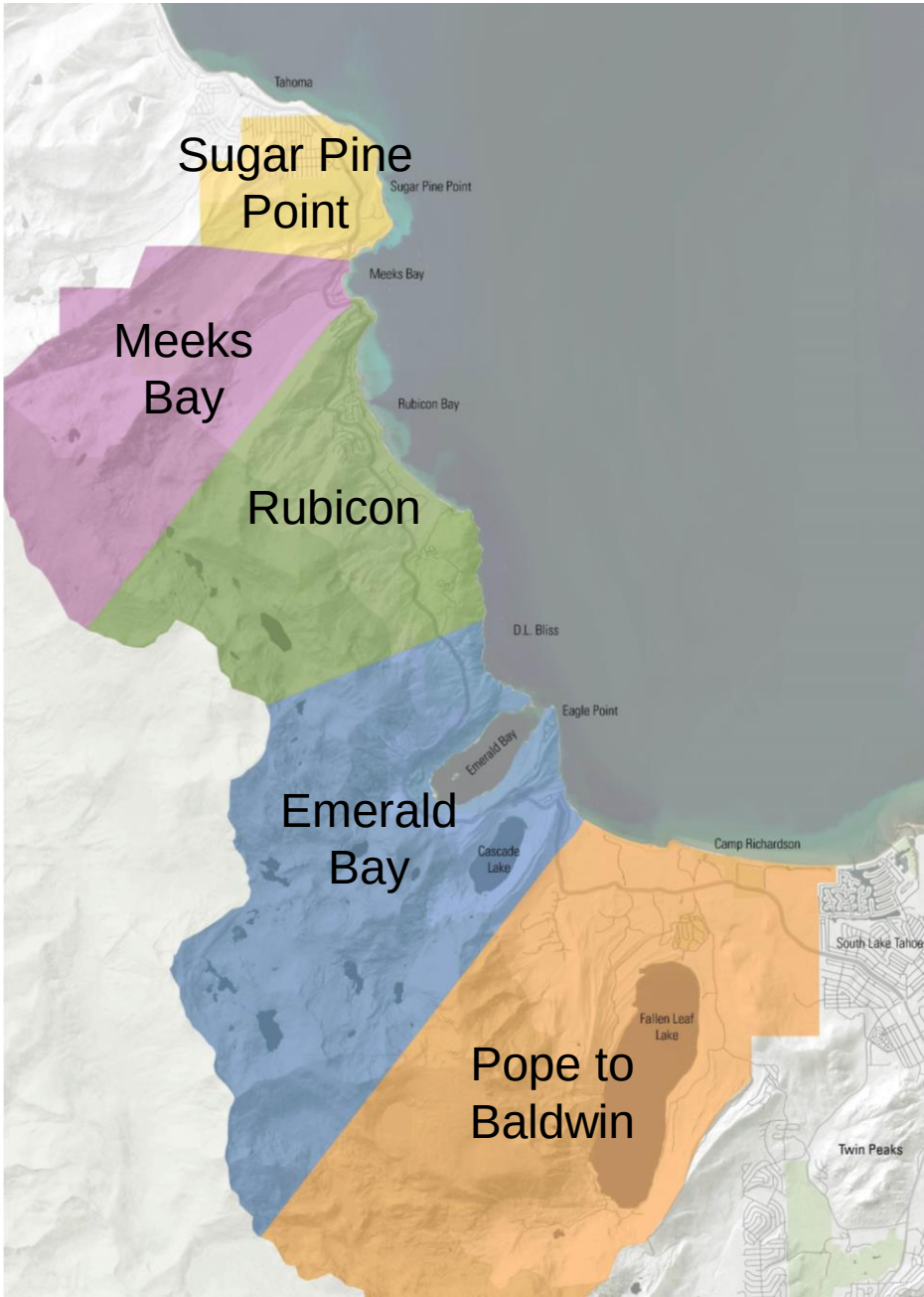


key takeaways from small group PDT discussions

- Scenic impacts are important considerations in Emerald Bay (Influence on potential Tahoe Trail alignment)
- Stakeholders all recognize constraints but see the need for change and to consider doing things differently
- Desire to manage recreation areas to current use levels
- Year-round access and safety is a priority
- Support for relocating roadside parking if access is provided via transit and additional off-highway parking
- Support for parking management strategies

draft recommendations | corridor areas

- Pope to Baldwin
- Emerald Bay
- Rubicon
- Meeks Bay
- Sugar Pine Point



Pope to Baldwin | key takeaways

- Who
  - 83% visitors; 17% full-time or seasonal resident
  - 86% overnight visitor; 14% day visitor
- Activities
  - 45% are visiting a beach
  - 18% day hiking
  - 18% attending an event
- Experience
  - 75%: “excellent”
  - 25%: “good”

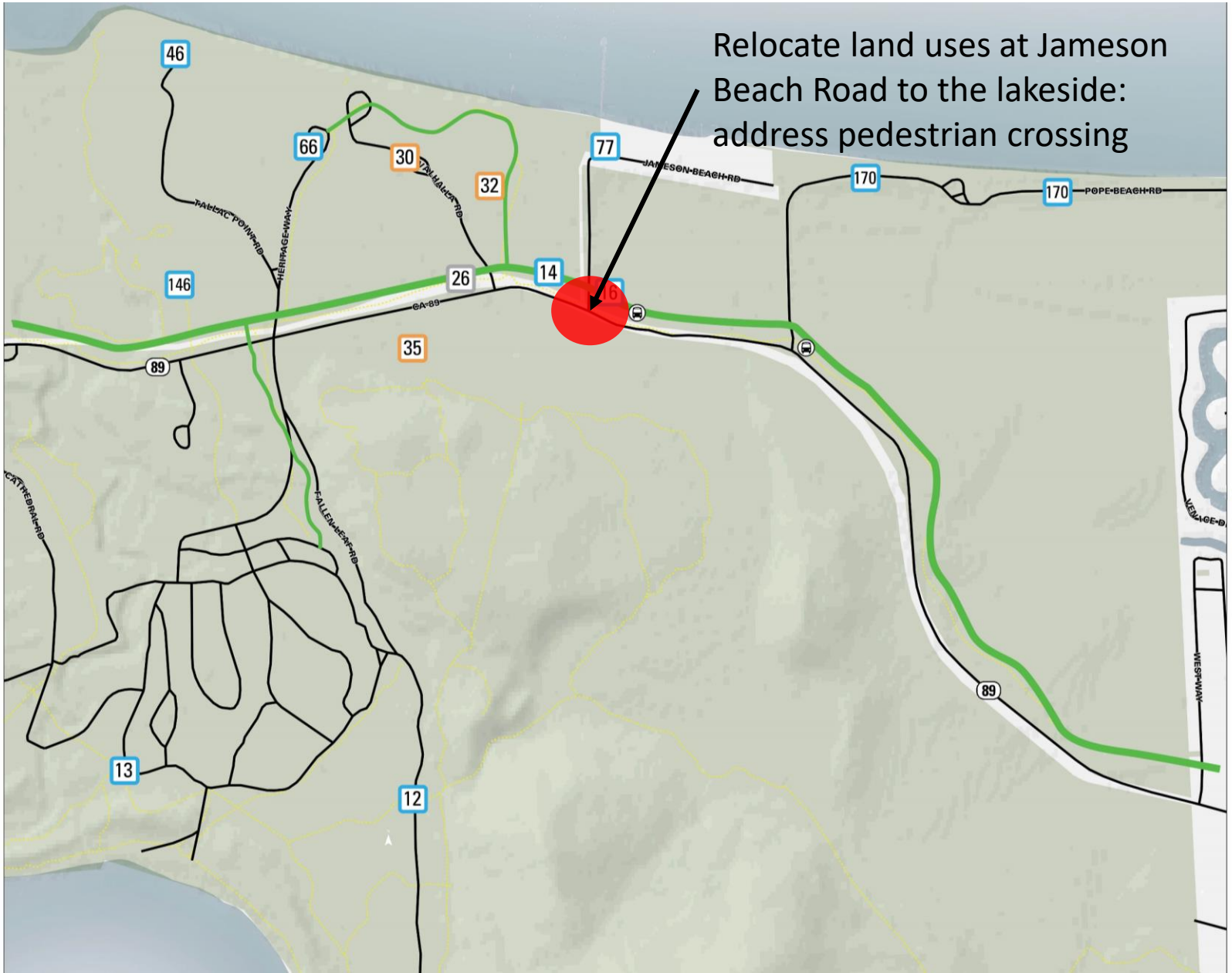
Pope to Baldwin | key takeaways

- Parking
  - Up to 232 vehicles on shoulders in Camp Richardson area
- Length of stay
  - 2.7 hours on average
- Parking fills
  - Pope Beach typically fills at 11:30 AM
  - Baldwin Beach typically closes around 12:15 AM

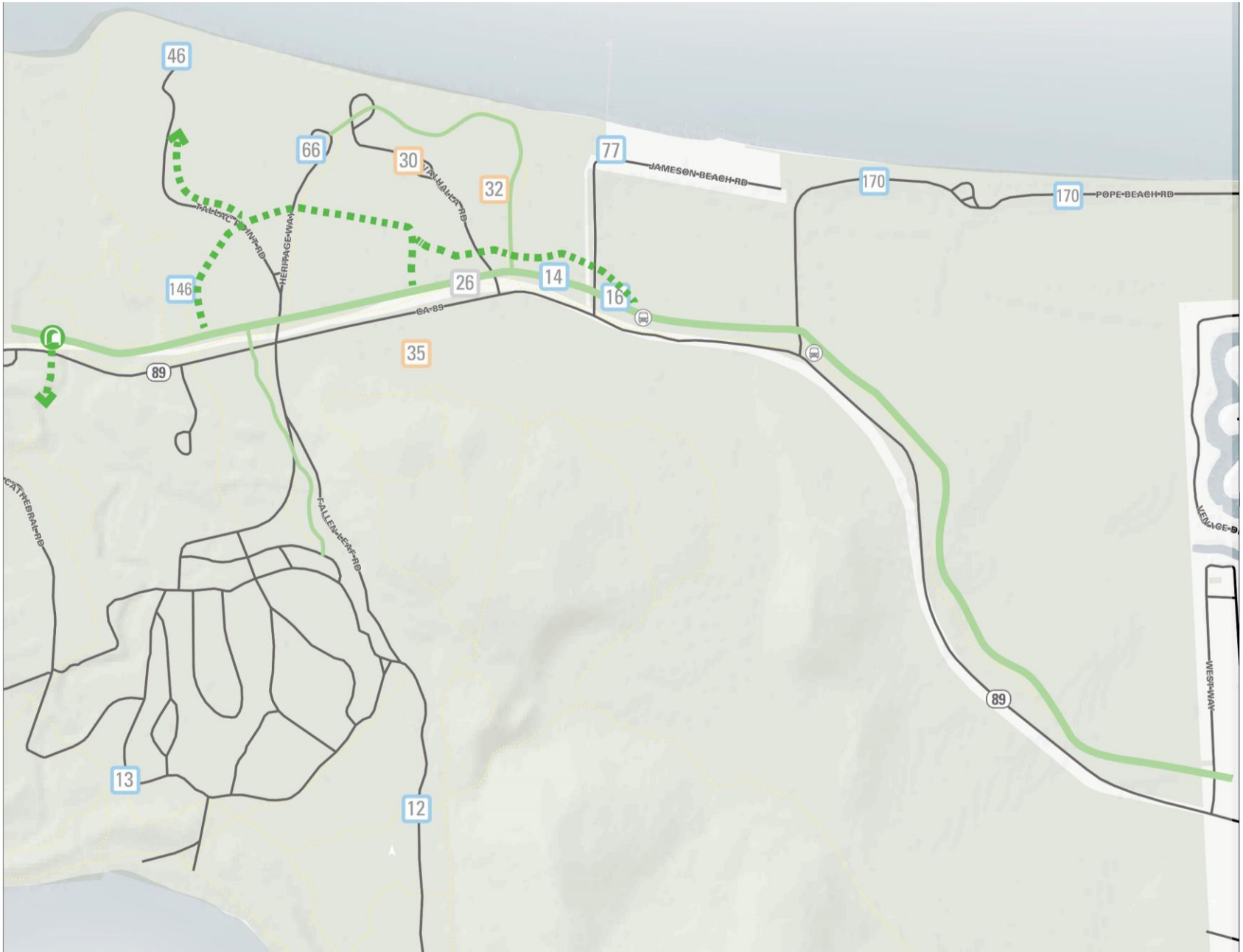
Pope to Baldwin | key takeaways

- Key concerns
  - Traffic congestion
  - Lack of space for cyclists along roadway
  - Walking along the roadway
- Traffic delays & causes
  - Up to 23 minutes northbound & 14 minutes southbound
  - Queues to Camp Richardson and Pope Beach
  - Vehicles turning around
  - Bike and pedestrian activity
- Other
  - Traffic volumes are highest in this portion of the corridor
  - Bicycle activity on shared-use paths is high

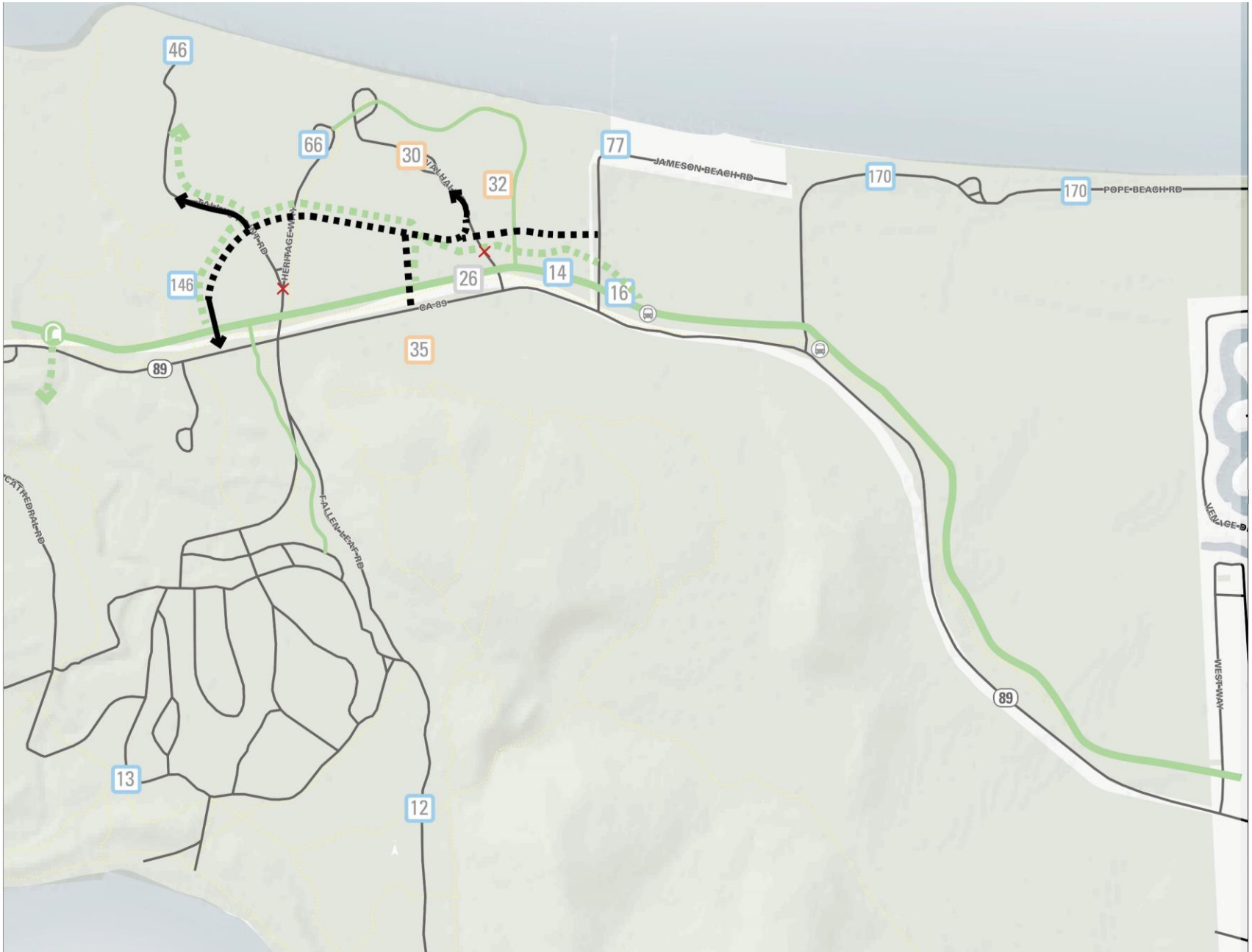
Pope to Baldwin | land uses



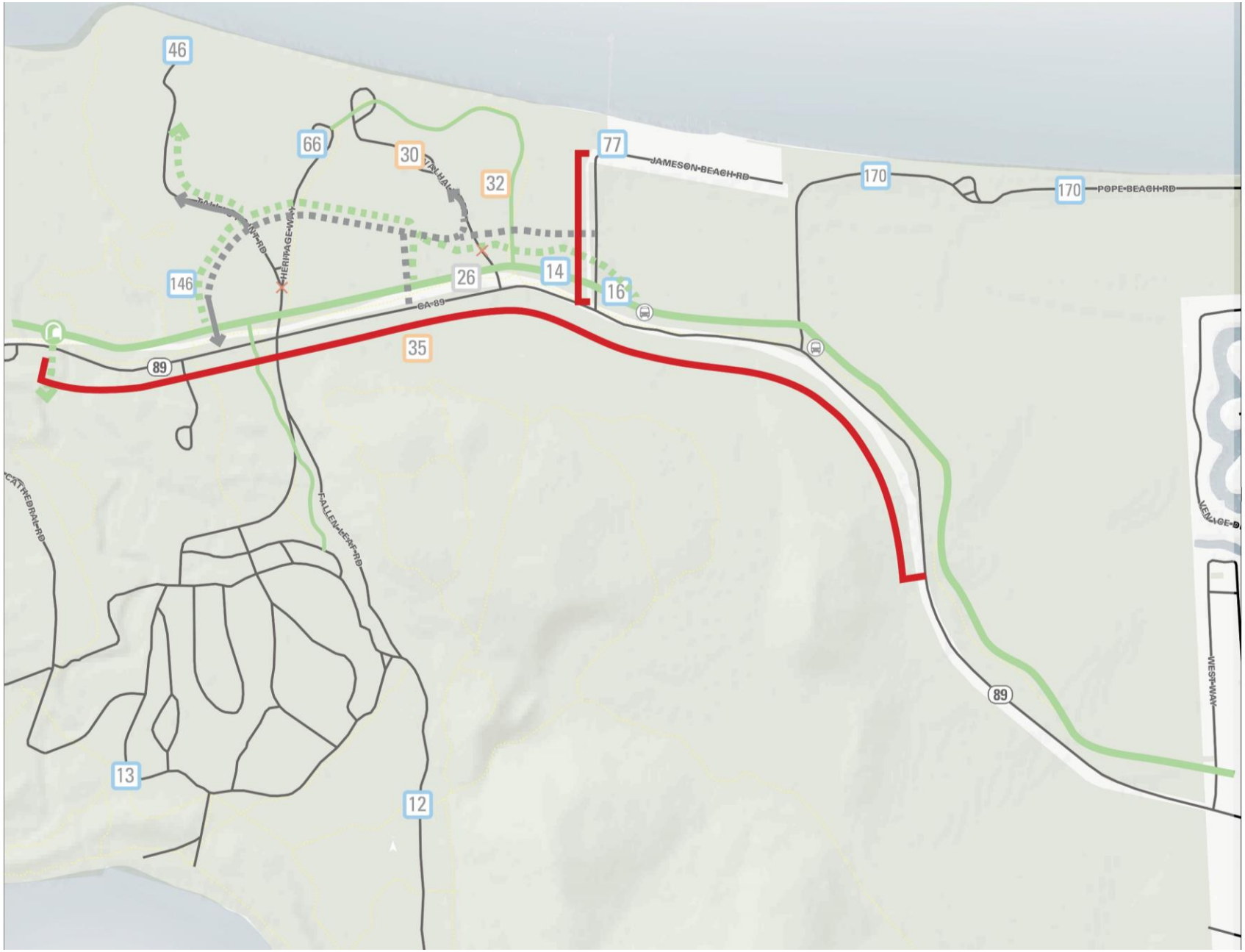
Pope to Baldwin | trails



Pope to Baldwin | internal road



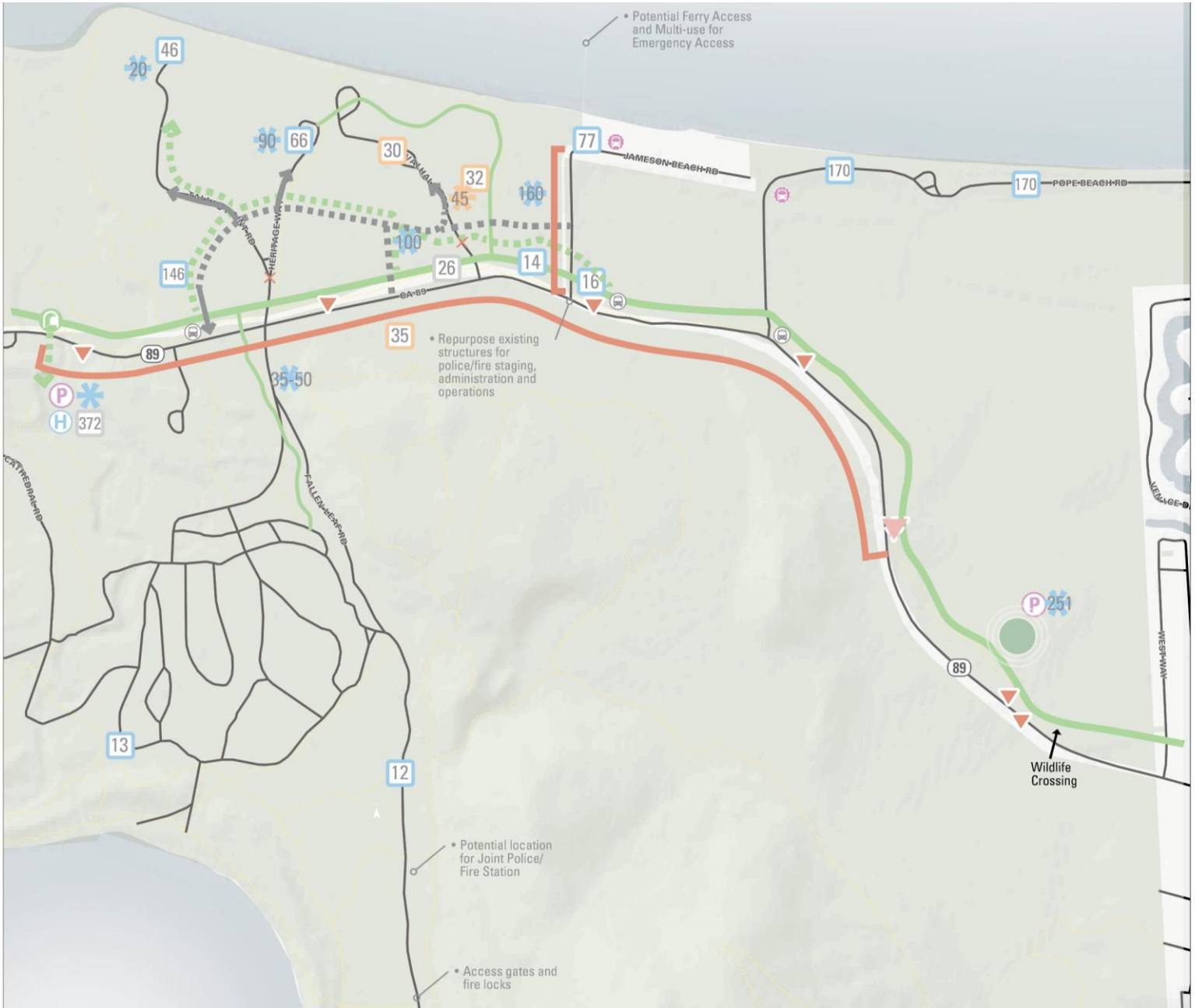
Pope to Baldwin | relocate parking



Pope to Baldwin | transit & parking

Pope to Baldwin | emergency

Pope to Baldwin | resources



Emerald Bay | key takeaways

- Who
  - 80% visitors; 20% full-time or seasonal resident
  - 93% overnight visitor; 7% day visitor
- Activities
  - 60% day hiking
  - 12% are visiting a beach
- Experience
  - 42%: “excellent”
  - 49%: “good”
  - 7%: “fair”
  - 1%: “poor”

Emerald Bay | key takeaways

- Parking
  - Up to 102 illegally parked vehicles observed along shoulder
- Length of stay
  - 25% of parkers stay for 5 minutes or less
  - 25% stay longer than 90 minutes
  - 50% stay 6 to 90 minutes
- Parking fills
  - Vikingsholm lot filled by 9:30 AM
  - Other parking filled between 11 AM and 3 PM

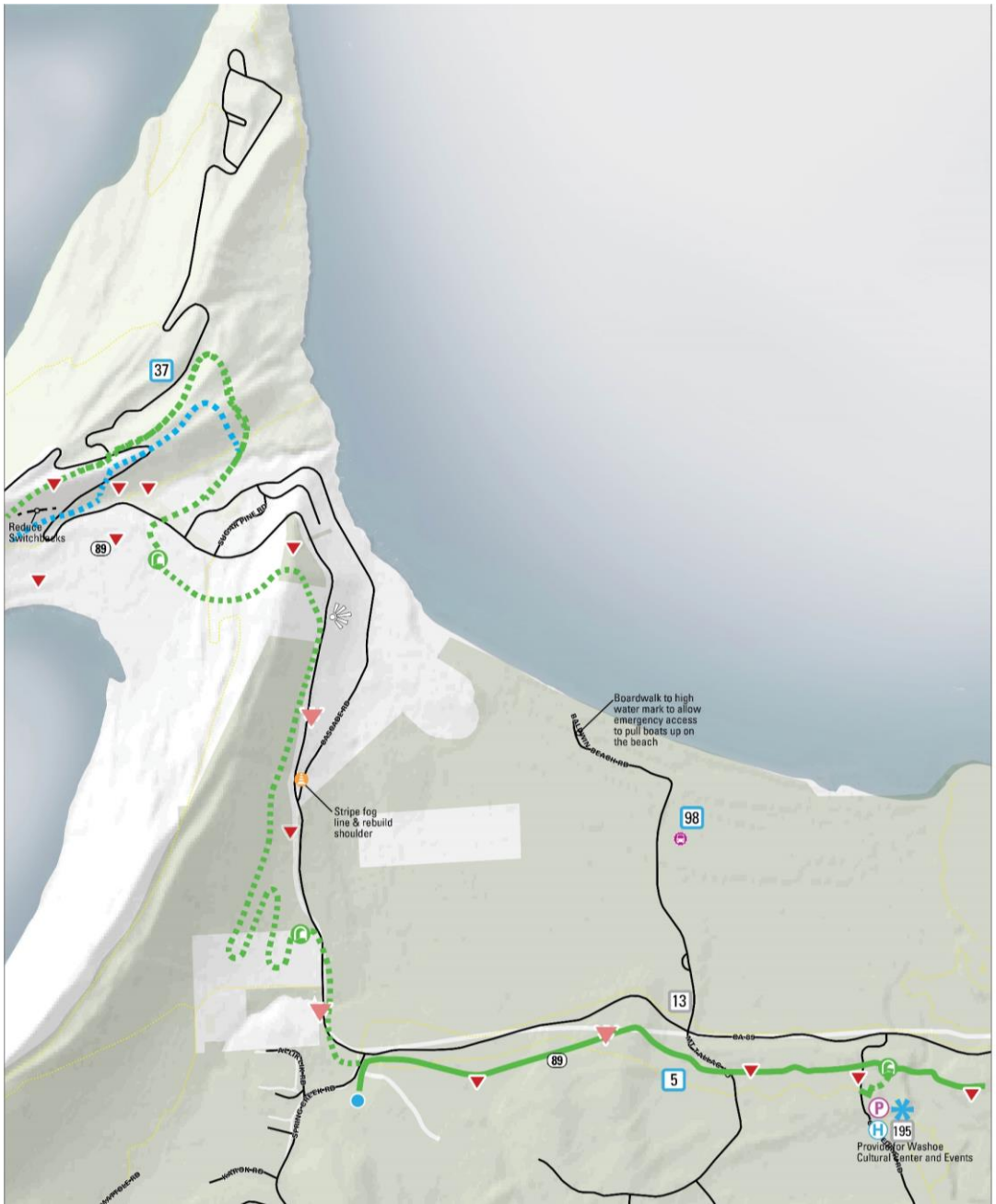
Emerald Bay | key takeaways

- Key concerns
  - Severe traffic delays
  - People walking along roadway
- Traffic delays & causes
  - Up to 29 minutes northbound & 23 minutes southbound
  - Illegally parked vehicles partially blocking travel lanes
  - Vehicles turning around
  - Pedestrian activity

Emerald Bay | key takeaways

- Arrival/Departure
  - 61% arrive from the south and return to the south
  - 32% arrive from the north and return to the north
  - 7% are stopping while traveling through
- Other
  - Survey respondents: Real-time travel information would have been beneficial
  - Crash rate is higher than other areas in corridor, but lower than statewide average

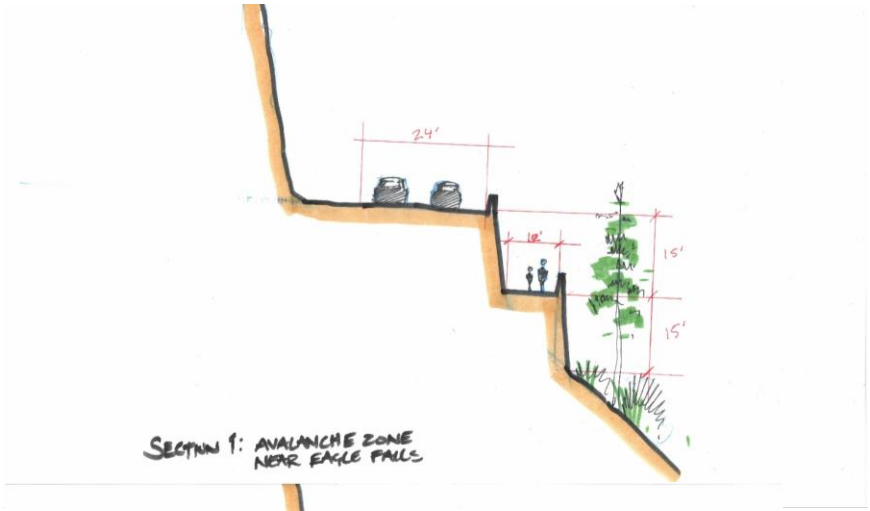
Emerald Bay | trails

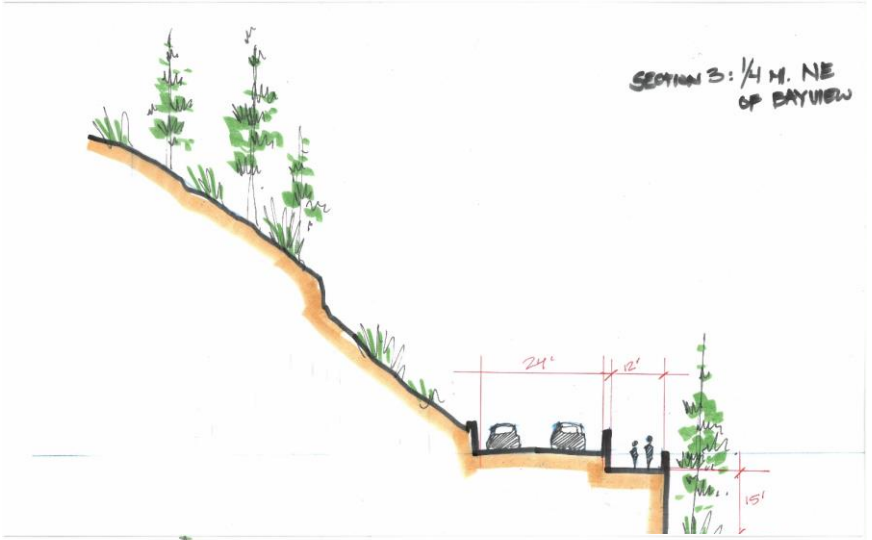


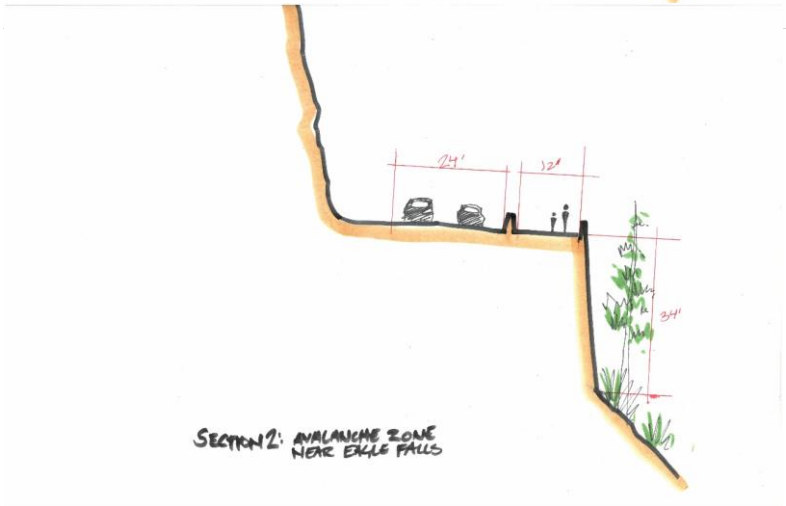
Emerald Bay | trails

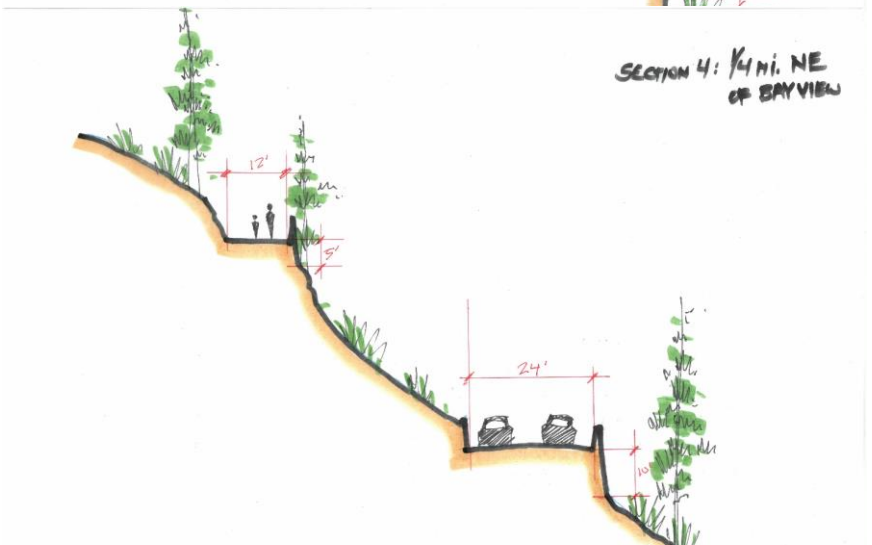
Emerald Bay | trails

DRAFT: FOR DISCUSSION ONLY, WILL VARY THROUGH DETAILED DESIGN









Emerald Bay | trails

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Emerald Bay | parking & transit

Emerald Bay | parking & transit

Emerald Bay | parking & transit

Parking Reduction Scenarios for Emerald Bay Area -- *Initial Draft*

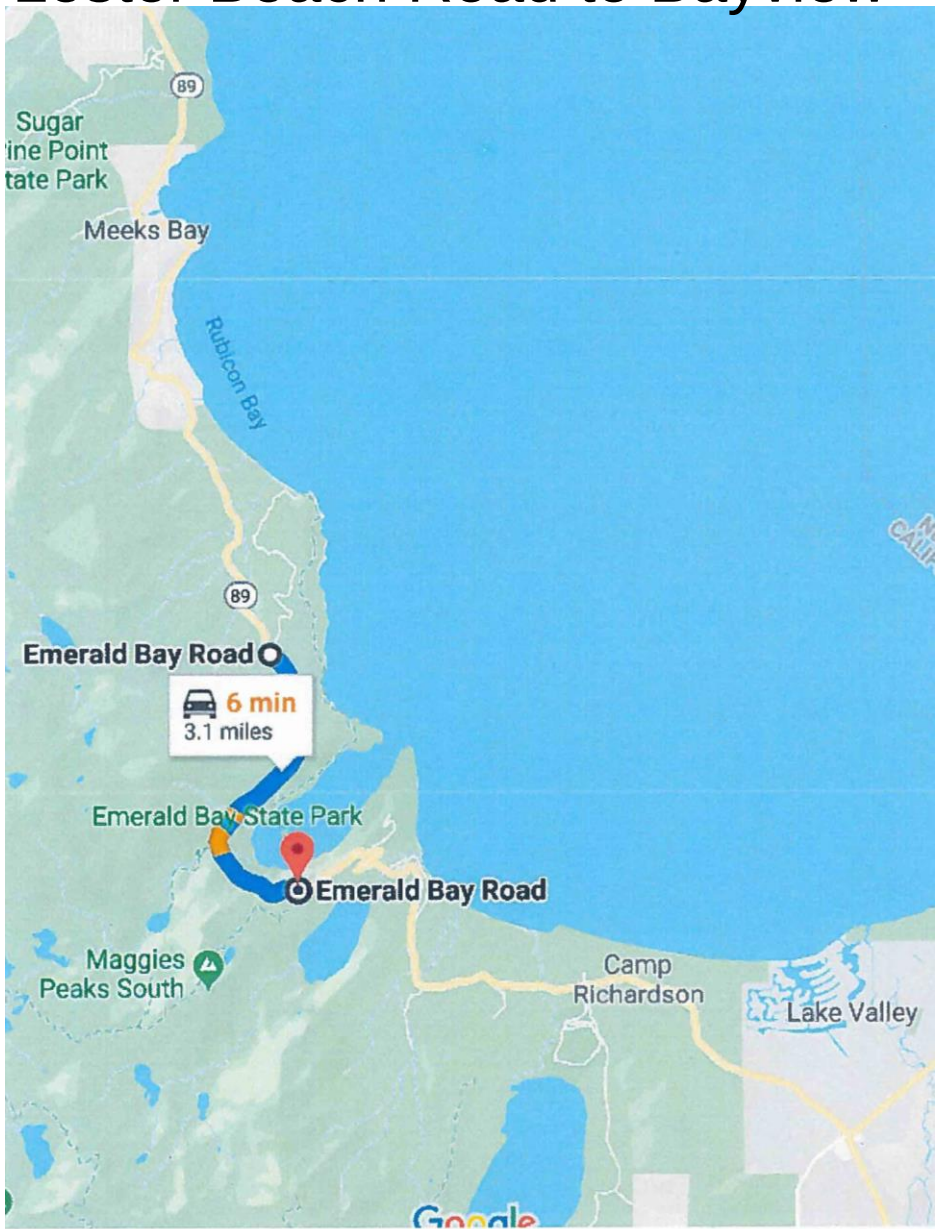
Area Defined as 1st Switchback South of Emerald Bay to North End of Viaduct

Scenario	Description	Number of Parked Vehicles Eliminated From Within Area at Peak Time — Subarea: Viaduct[1]	Viaduct to Eagle Falls	Eagle Falls to "The Slide"	The Slide to Inspiration Point	Inspiration Point Zone	Inspiration Pt. to First Switchback	TOTAL	Number of Required Intercept Lot Spaces (1): South of Emerald Bay	North of Emerald Bay
Low	Eliminate All Existing Illegal Shoulder Parking, as well as 6 Spaces at Eagle Falls and 6 Spaces at Inspiration Point for Bus Pullouts	39	55	69	14	6	0	183	145	46
Medium	Eliminate All Existing Illegal Shoulder and Illegal Lot Parking	39	55	69	14	39	0	216	171	55
High	Eliminate All Shoulder Parking and Illegal Lot Parking	39	83	151	39	81	12	497	393	125
Average Parking Duration of Persons Using Shuttle (Hours)		3	3	3	2.5	2.5	2.5			
Average Vehicle Occupancy		3.5	3.5	3.5	3.5	3.5	3.5			
Required Transit Capacity (Persons per Hour Inbound)										
	Low Parking Scenario	57	80	101	25	11	0	273		
	Medium Parking Scenario	57	80	101	25	68	0	330		
	High Parking Scenario	57	121	220	68	142	21	629		
Required Transit Capacity in Peak Direction (Persons per Hour)										
	Low Parking Scenario	43	61	76	19	8	0	207		
	Medium Parking Scenario	43	61	76	19	52	0	251		
	High Parking Scenario	43	92	167	52	108	16	477		

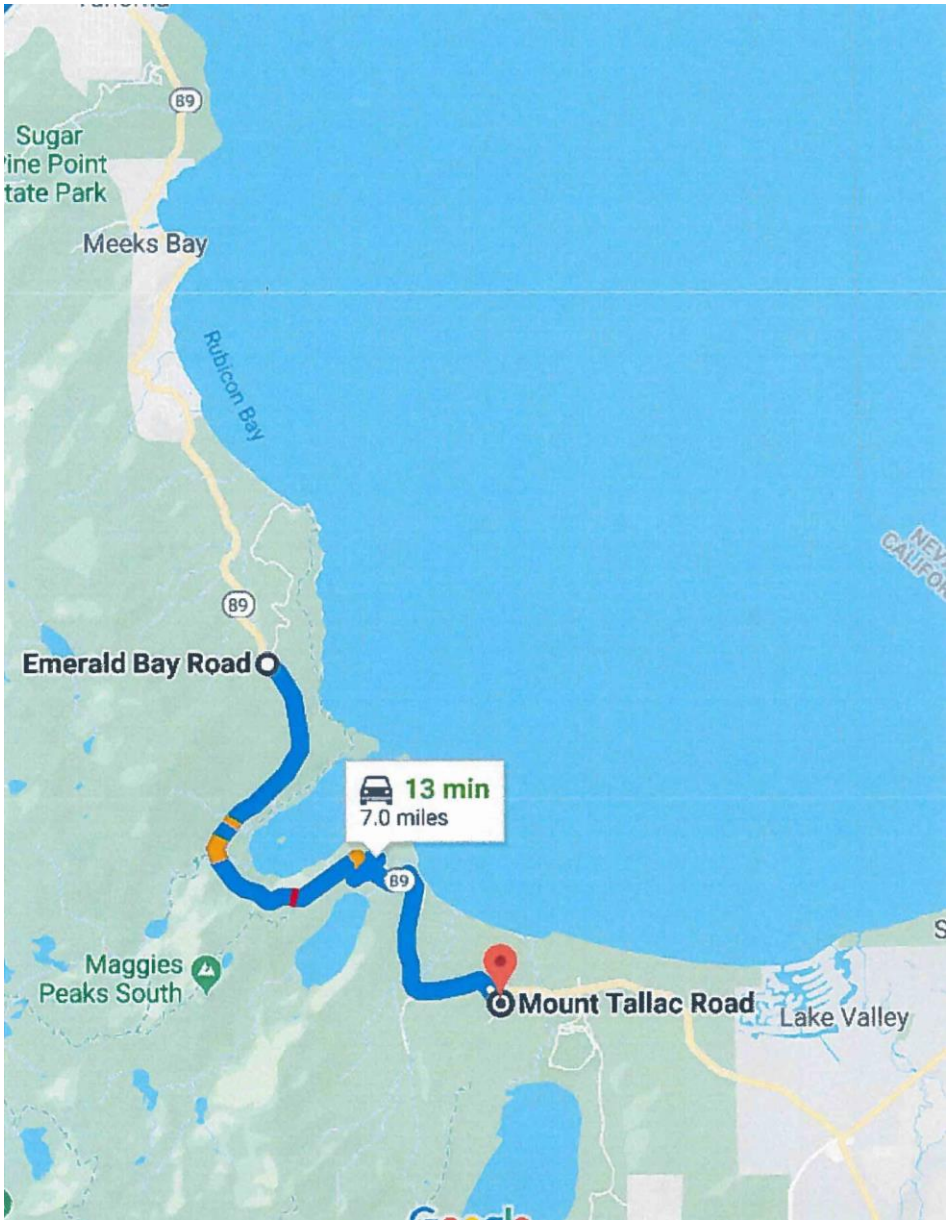
Note 1: Includes ADA spaces

Emerald Bay | parking & transit

Lester Beach Road to Bayview

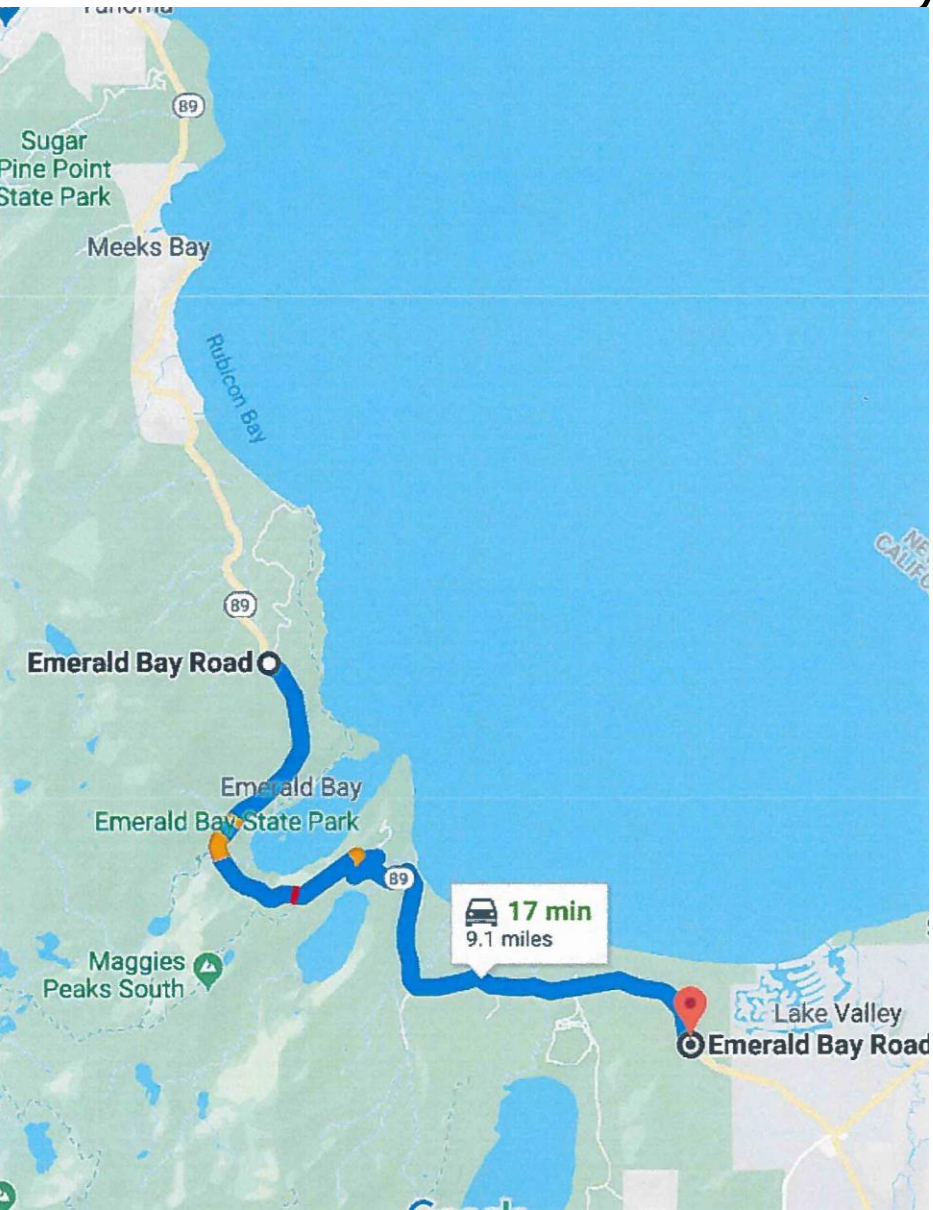


Lester Beach Road to Sno-Park

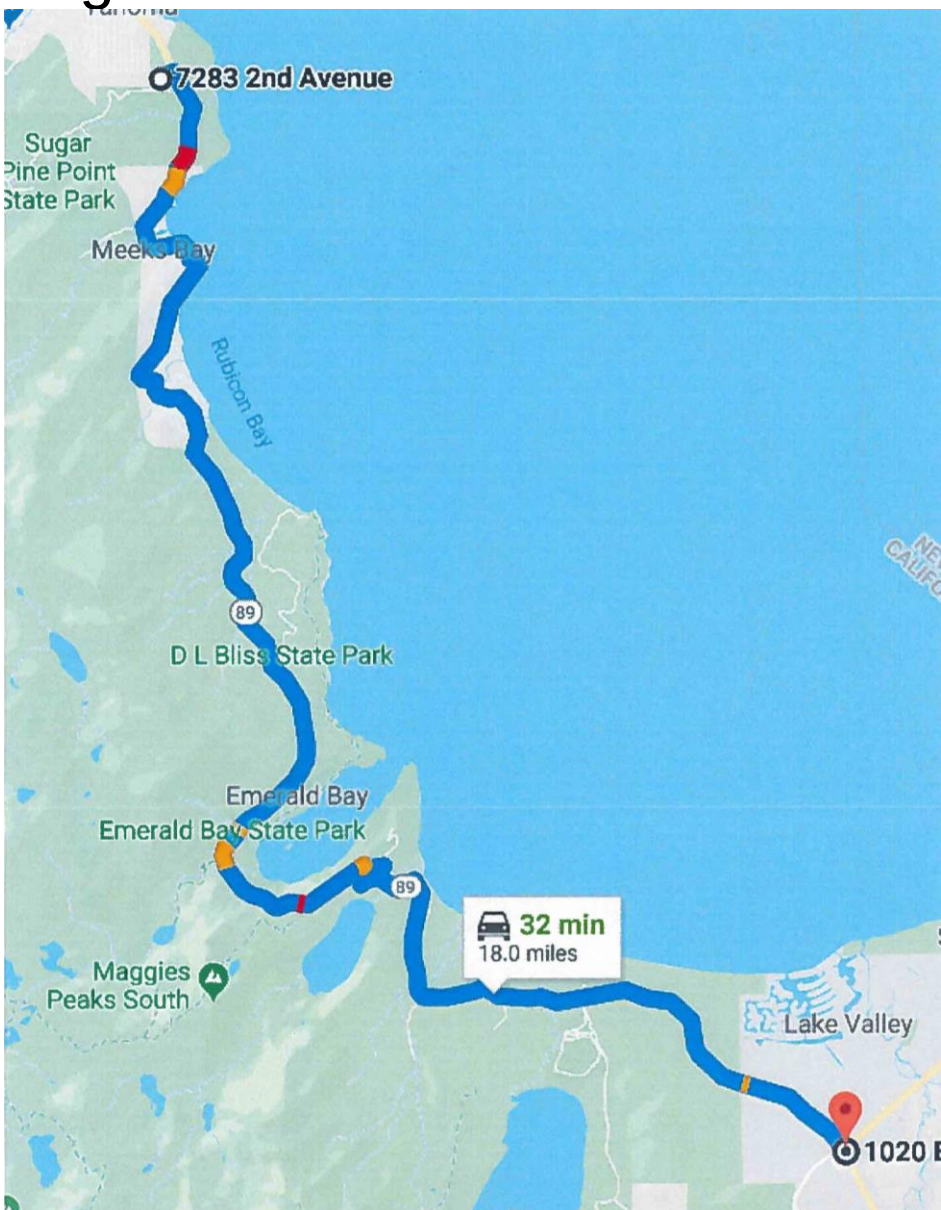


Emerald Bay | parking & transit

Lester Beach Road to West Way

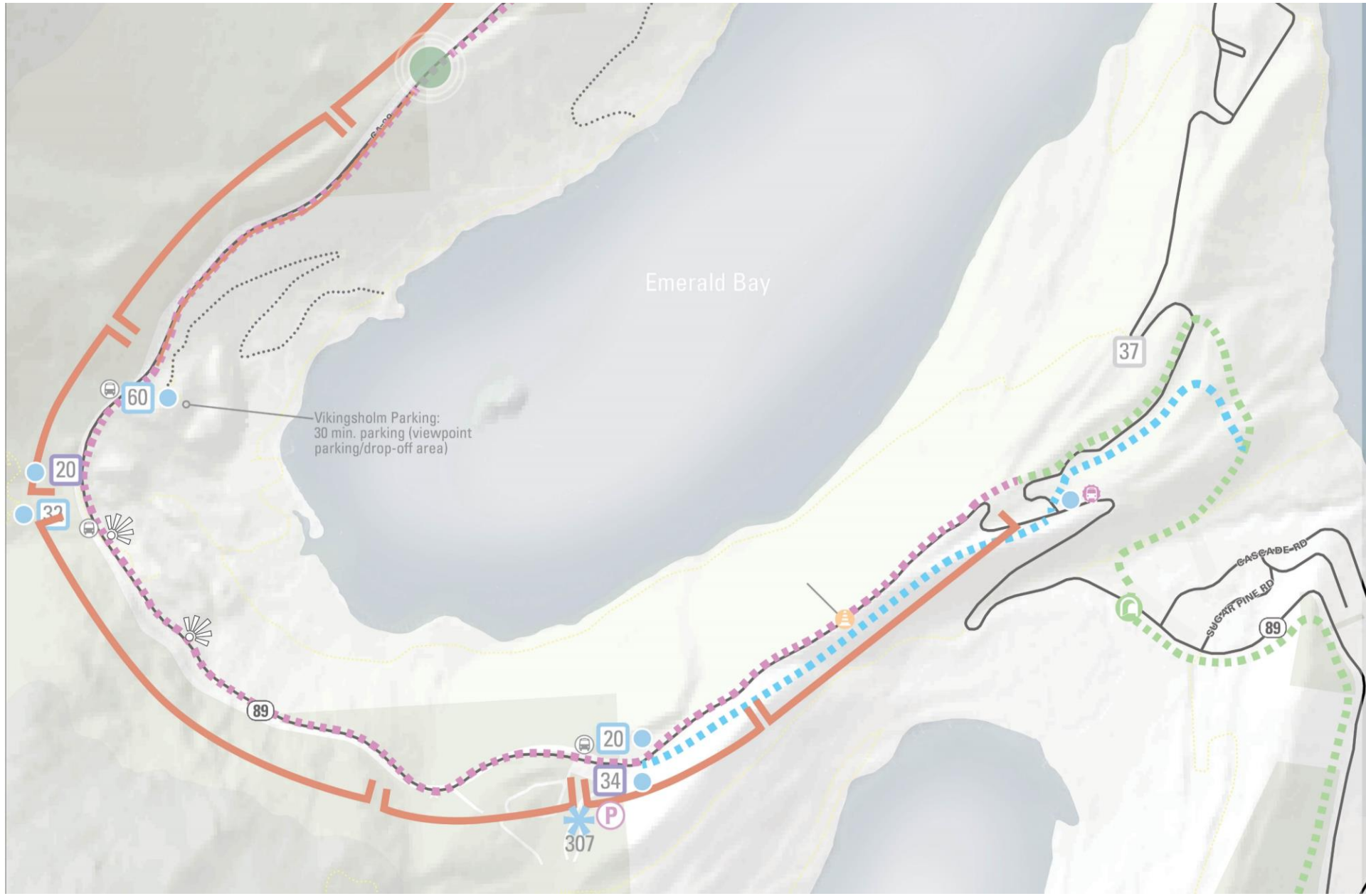


Sugar Pine Point to the Y

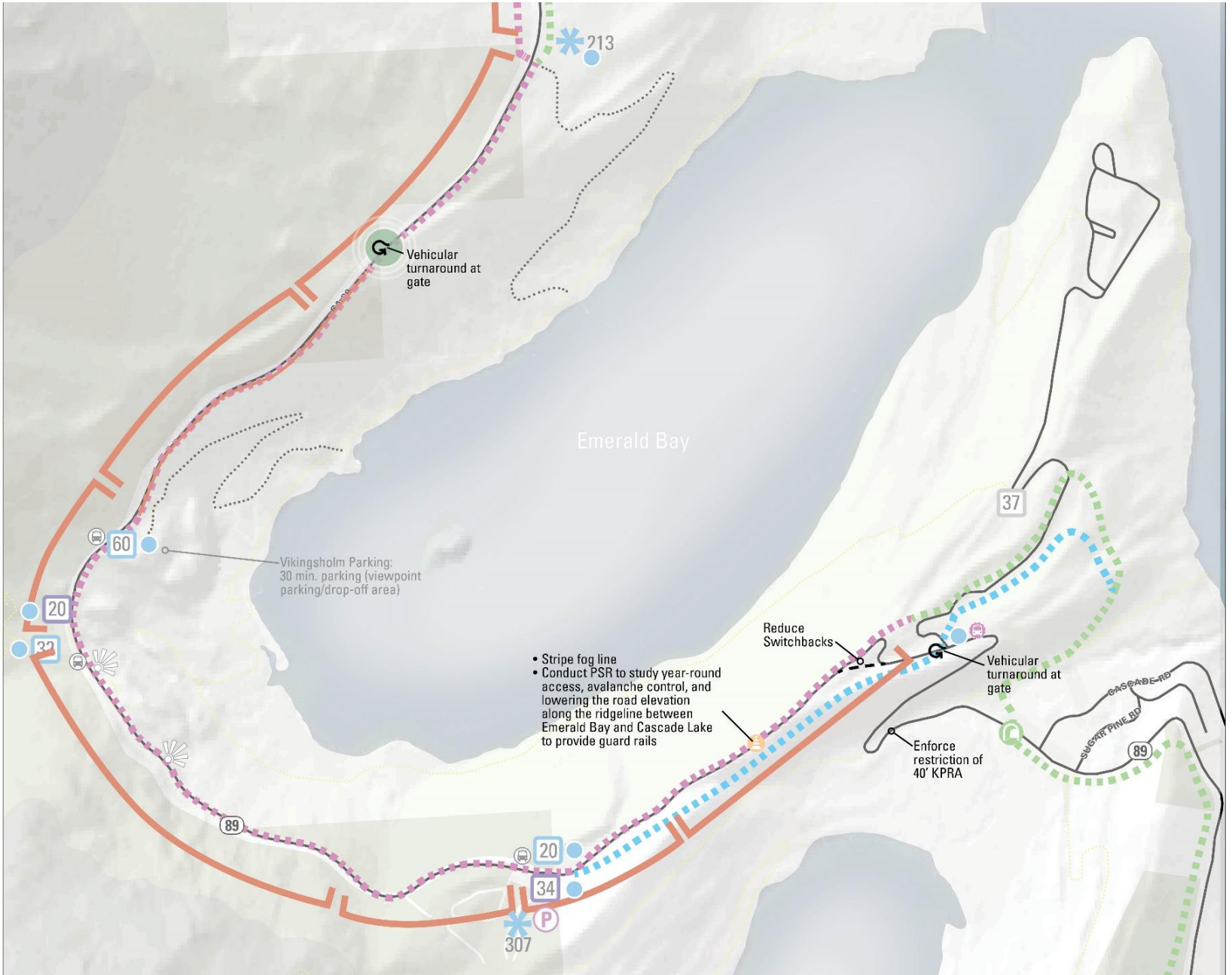


Emerald Bay | winter parking

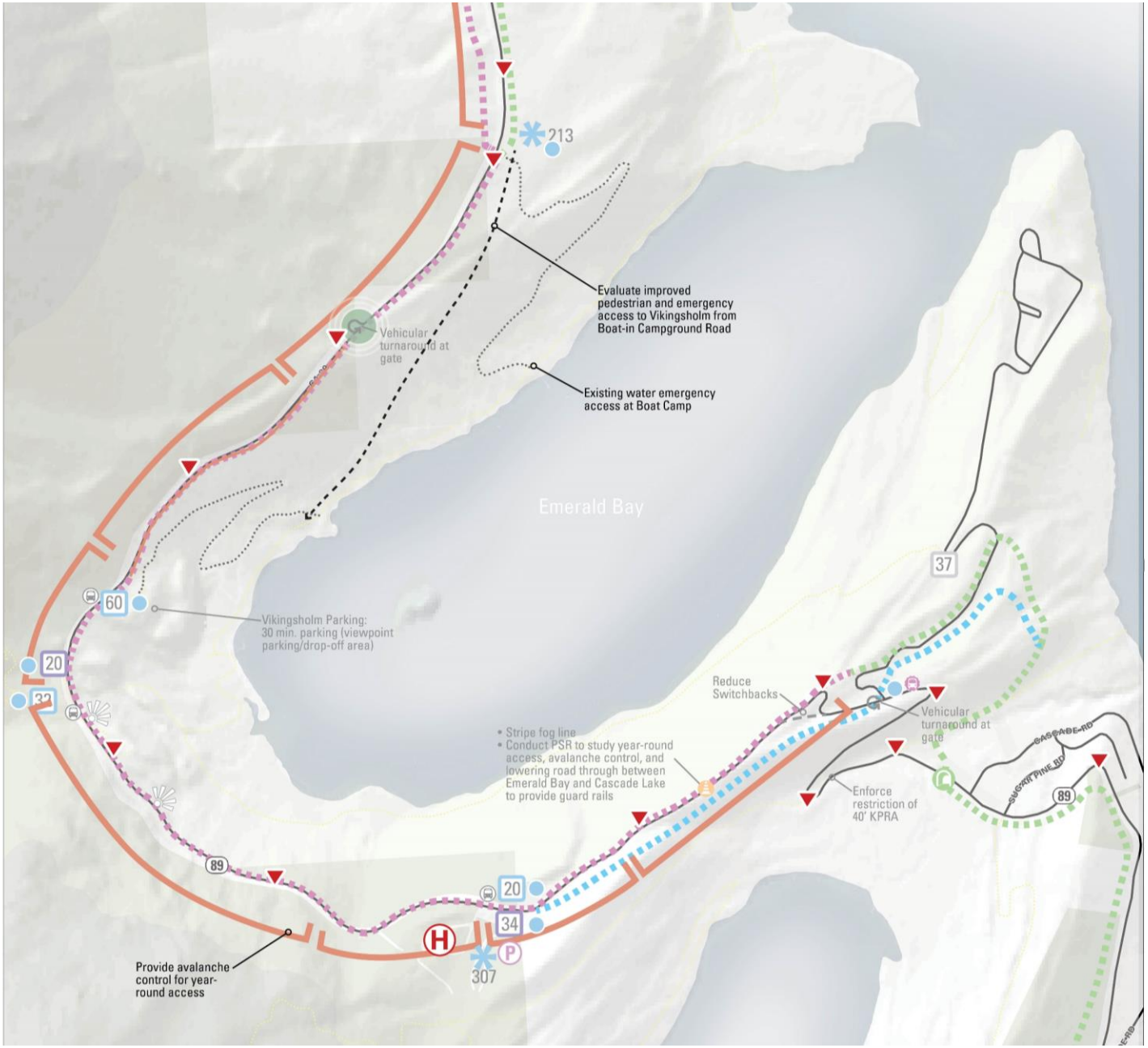
Emerald Bay | viewpoints



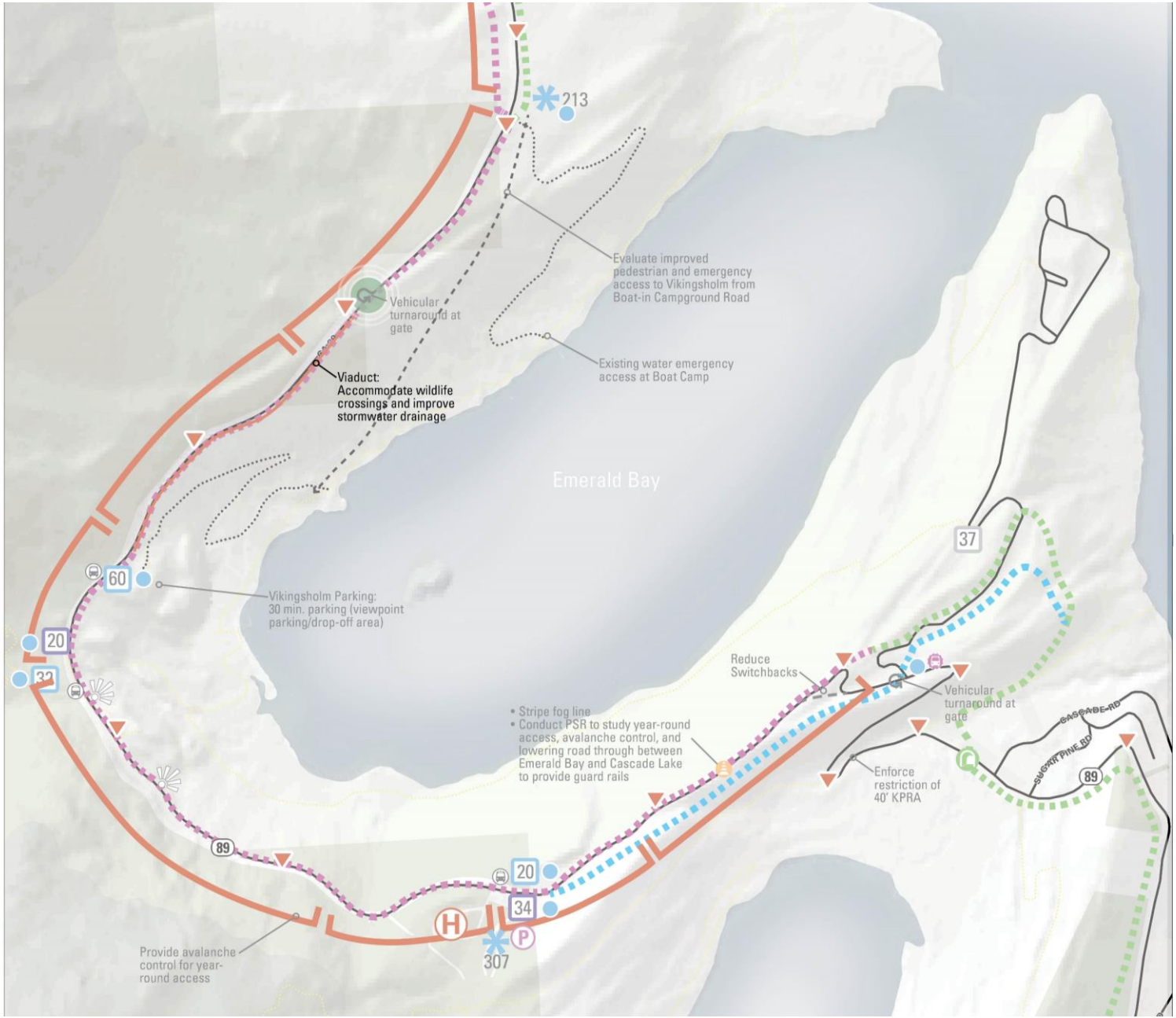
Emerald Bay | roadway and safety



Emerald Bay | roadway and safety



Emerald Bay | resources

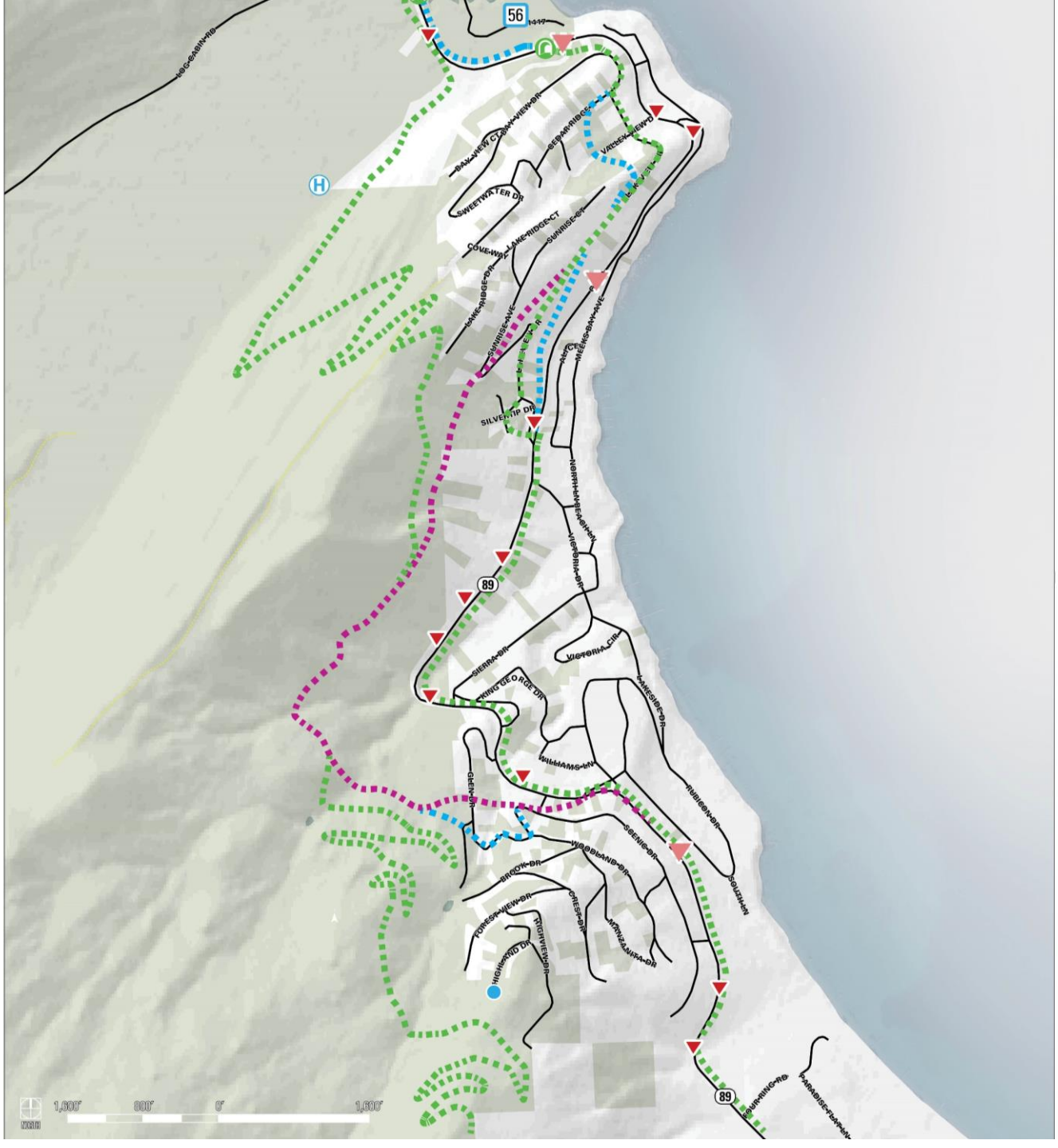


Rubicon | key takeaways

- Parking
  - DL Bliss parking typically fills by 9:45 AM
- Tahoe Trail
  - Potential alignment constrained by ownership and terrain, but opportunities exist

Rubicon

Rubicon


56
89
89
SWEETWATER DR
SUNRISE-CT
SUNRISE-AVE
SILVER-TIP DR
NORTH-MEADOW-LN
VICTORIA-DR
VICTORIA-CIR
SIERRA-DR
SUGAR-PINE-DR
WILLIAMS-LN
GLEN-DR
BROOK-DR
FOREST-VIEW-DR
FOREST-DR
HIGHLAND-DR
HIGHVIEW-DR
MARIPOSA-DR
SUGAR-PINE-RD
1,600'
800'
0'
1,600'

Meeks Bay | key takeaways

- Who
  - 66% visitors; 34% full-time or seasonal resident
  - 86% overnight visitor; 14% day visitor
- Activities
  - 44% are visiting a beach
  - 39% day hiking
  - 17% backpacking
- Experience
  - 59%: “excellent”
  - 41%: “good”

Meeks Bay | key takeaways

- Parking
  - Up to 86 vehicles on shoulders in Meeks Bay area
- Arrival/Departure
  - 68% arrive from the north and return to the north
  - 26% arrive from the north and return to the north
  - 5% are stopping while traveling through
- Traffic congestion
  - Not reported as an issue by visitors
- Other
  - Survey respondents expressed a strong interest for real-time travel information

Meeks Bay


89
11
38
56
Potential Caltrans bridge replacement
Adaptive management to on-street parking. Monitor and consider relocating to off-highway lot in the future.
Potential upgrades to existing fire station and provided joint use facility

Sugar Pine Point